



(12) **EUROPEAN PATENT APPLICATION**

(43) Date of publication:  
**08.09.1999 Bulletin 1999/36**

(51) Int. Cl.<sup>6</sup>: **B60N 2/00**

(21) Application number: **99103743.3**

(22) Date of filing: **01.03.1999**

(84) Designated Contracting States:  
**AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU**  
**MC NL PT SE**  
 Designated Extension States:  
**AL LT LV MK RO SI**

(30) Priority: **03.03.1998 JP 5096298**

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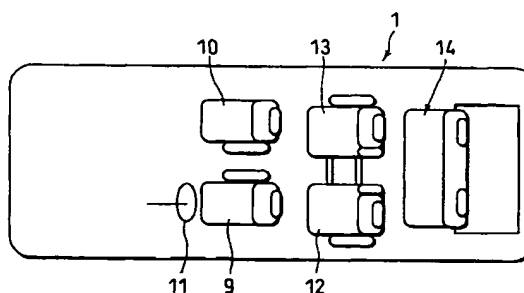
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(54) **Seat device of a vehicle**

(57) A seat device of a vehicle including a substantially flat floor surface substantially extending across a full cabin space of the vehicle, front row seats, center row seats and a rear row seat disposed in a longitudinal direction of the vehicle on the floor surface, a seat storage pan extending rearward the rear row seat and downward a level of the floor surface, the front row seats being disposed with a space, the center row seats including a plurality of seats in which at least one of the seats is movable in a lateral direction of the vehicle. When the rear row seat is received in the seat storage pan, a substantially flat and continuous surface of a substantially same level as the floor surface is formed rearward the center row seats to a rear end of the cabin space with a substantially full width of the cabin space. When the center row seats are disposed offset to one side of the vehicle with regard to the lateral direction, a substantially flat and continuous surface of a substantially same level as the floor surface is formed rearward the front row seats to a rear end of the cabin space. When the center row seats are disposed to produce a space at a central portion of the vehicle in the lateral direction, a substantially flat and continuous surface of a substantially same level as the floor surface is formed rearward the front row seats to a rear end of the cabin space at a central portion of the cabin space in the lateral direction.

**FIG.1**



## Description

### BACKGROUND OF THE INVENTION

#### Field of the Invention

[0001] The present invention relates to a seat device of a vehicle, in particular, a seat device of a vehicle which is provided with a flat floor across a substantially entire seating area.

#### Related Art

[0002] A seat device as disclosed in a Japanese Un-examined Patent Application publication No.61-37547 has been known. The seat device disclosed in the Japanese publication is provided with a seat which is movable in not only a longitudinal direction of the vehicle but also a lateral direction thereof and rotatable so as to improve an operation performance of the seat device.

A Japanese Utility Model Un-examined publication No. 5-40029 discloses a seat device in which a rear seat can be folded and retracted in a recess formed at a rear portion in a cabin space. In this structure, when the seat is retracted, a bottom surface of a seat cushion of the seat is substantially aligned with a floor level of the vehicle.

[0003] With this structure, it is advantageous in that when retracted, the cabin space is open to various usage, namely, the availability of the cabin space is enhanced.

[0004] It should, however, be noted that the structure as disclosed in the Japanese Utility Model publication is still disadvantageous in availability of the cabin space as a whole although the rear portion the space can be improved in its operability.

#### Summary of the invention

[0005] Therefore, it is an object of the invention is to solve the above inconvenience of the conventional seat device of the vehicle.

[0006] In other words, it is an object of the present invention to provide a vehicle seat device which can improve the operability of the cabin space of the vehicle as a whole in a vehicle which is provided with a floor surface across a substantially entire cabin space.

The above and other objects of the present invention can be accomplished by a seat device of a vehicle comprising a substantially flat floor surface substantially extending across a full cabin space of the vehicle, front row seats, center row seats and a rear row seat disposed in a longitudinal direction of the vehicle on the floor surface, a seat storage pan extending rearward the rear row seat and downward a level of the floor surface, the front row seats being disposed with a space, the center row seats including a plurality of seats in which at least one of the seats is movable in a lateral direction of

the vehicle, when the rear row seat is received in the seat storage pan, a substantially flat and continuous surface of a substantially same level as the floor surface being formed rearward the center row seats to a rear end of the cabin space with a substantially full width of the cabin space, when the center row seats are disposed offset to one side of the vehicle with regard to the lateral direction, a substantially flat and continuous surface of a substantially same level as the floor surface being formed rearward the front row seats to a rear end of the cabin space, and when the center row seats are disposed to produce a space at a central portion of the vehicle in the lateral direction, a substantially flat and continuous surface of a substantially same level as the floor surface being formed rearward the front row seats to a rear end of the cabin space at a central portion of the cabin space in the lateral direction.

[0007] In a preferred embodiment, the front row seats include a driver's seat and an assistant's seat, the assistant's seat being movable in the longitudinal direction, and at least one of the center row seats which is disposed at a side of the assistant's seat in the lateral direction being movable in the lateral direction.

[0008] It is preferred that the center row seats are movable in both the longitudinal and lateral directions, and a longitudinal sliding mechanism for allowing a longitudinal movement of the center row seats being disposed over a lateral sliding mechanism for allowing a lateral movement of the center row seats.

[0009] Preferably, a slide rail for allowing a sliding movement of the central row seats is provided with a mechanism through which a seat is removed from the slide rail. Further, it is preferable that a door opening is formed at a longitudinal side of a vehicle corresponding the center row seats, and a side door for a sliding movement being combined with the door opening.

[0010] In another aspect of the invention, there is provided a seat device of a vehicle comprising a substantially flat floor surface substantially extending across a full cabin space of the vehicle, a front row seat, center row seat and rear row seat disposed in a longitudinal direction of the vehicle on the floor surface, each of the seats being movable in both the longitudinal and lateral directions of the vehicle through a longitudinal sliding mechanism for allowing the seat of a longitudinal movement and a lateral sliding mechanism for allowing the seat of a lateral movement, either one of the longitudinal and lateral sliding mechanisms being mounted on a body side of the vehicle, the other of the sliding mechanism being mounted on the seat so as to be moved together with the seat, and the sliding mechanism mounted on the body side of the vehicle being provided with a removable mechanism through which the seat is removed.

[0011] As mentioned above, the seats are constituted to be movable and removable so that the cabin space can be utilized in various applications. Thus, the operability of the cabin space as a whole can be drastically

expanded.

[0012] Further objects, features and advantages of the present invention will become apparent from the Detailed Description of Preferred Embodiments which follows when read in light of the accompanying Figures. 5

#### BRIEF DESCRIPTION OF THE DRAWINGS

[0013]

Figure 1 is a plan view showing a cabin of a vehicle to which the present invention can be applied;

Figure 2 is an elevation view showing a lower portion and cabin the vehicle of Figure 1;

Figure 3 is a perspective view of a center row of seats;

Figure 4 is a perspective view of slide rails extending in the lateral direction of the vehicle wherein the seats are removed;

Figure 5 is a sectional view showing a relationship between the longitudinal slide rails and the lateral slide rails;

Figure 6 is a sectional view showing a joint structure of strikers for mounting the seats and the lateral slide rails;

Figure 7 is a plan view showing a mount of the lateral slide rails;

Figure 8 is a plan view showing a condition of the cabin;

Figure 9 is a plan view and elevation view showing a condition of the cabin;

Figure 10 is a plan view and elevation view showing a further condition of the cabin;

Figure 11 is a plan view and elevation view showing a further condition of the cabin;

Figure 12 is a plan view and elevation view showing a further condition of the cabin;

Figure 13 is a plan view and elevation view showing a further condition of the cabin;

Figure 14 is a plan view and elevation view showing a further condition of the cabin;

Figure 15 is a plan view and elevation view showing a further condition of the cabin;

Figure 16 is a plan view and elevation view showing a further condition of the cabin;

Figure 17 is a plan view and elevation view showing a further condition of the cabin;

Figure 18 is a plan view and elevation view showing a further condition of the cabin;

Figure 19 is a plan view and elevation view showing a further condition of the cabin;

Figure 20 is a plan view and elevation view showing a further condition of the cabin;

Figure 21 is a plan view and elevation view showing a further condition of the cabin;

Figure 22 is a plan view and elevation view showing a condition of the cabin in accordance with another embodiment of the present invention;

Figure 23 is a plan view and elevation view showing another condition of the cabin in accordance with the embodiment of the present invention of Figure 22.

#### DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

[0014] Hereinafter, the present invention is described in detail taking reference with the attached drawings.

Figure 1 is a plan view of a cabin 2 of a vehicle 1 to which the present invention can be applied. Figure 2 is an elevation view showing an inside of the cabin 2 and a portion of the vehicle 1 lower than the floor. Referring to Figures 1 and 2, between front wheels 2 disposed at a front area of the vehicle 1 is defined an engine room 5 in which an engine 4 is disposed. The engine room 4 is divided by a cowl panel 6 and a dash panel 7 from a cabin space. The illustrated vehicle 1 is of so called one box car which is provided with a floor panel which defines a substantially flat floor panel across an entire cabin space. In the cabin space, a front seat row of seats 9 and 10 is arranged in a lateral direction side by side. One of the seats 9 and 10 is a driver's seat 9 which is disposed corresponding to a steering wheel 11. The other seat 10 is an assistant's seat. A center row of seats 12, 13 are arranged rearward the front row of seats 9, 10. The seats 12, 13 are arranged side by side and movable independently from each other in a longitudinal and lateral directions of the vehicle 1 respectively. Further, a rear row of seat 14 is arranged rearward the pair of center row of seats 12 and 13. In the illustrated embodiment, the rear row of seat 14 takes a bench seat configuration and is broad enough so that three persons can be seated although head rests are provided for only two persons.

The seats 9, 10, 11, 12, 13 and 14 are provided with seat cushions 15 and seat backs 16 which can be reclined, fixed at a desired seating angle and foldable with regard to the seat cushions 15 respectively. Each of the seats is provided with a head rest 17. At a side of the front row of the seat is provided a front door 18. A side door is provided corresponding to the center row of seats 12 and 13. The side door 19 is provided as a slide door in this illustrated embodiment so that an open space are provided at a side of the center row of seats 12 and 13. There is defined a storage pan 20 extended downward the floor surface at a rear portion of the vehicle 1 so that the rear row seat 14 is retracted in the pan 20. The storage pan 20 has a width enough to receive the rear row seat 14 and has a depth to receive the seat 14 at a folded condition. An upper opening 21 of the pan 20 is closed by forming a surface aligned with the floor panel 8 when the rear seat 14 is retracted therein.

[0015] With regard to the lower structure of the floor panel 8, a propeller shaft 22 extends rearward at a central portion of the vehicle 1 from a rear end of the engine 4. A rear end of the propeller shaft 22 is joined with a dif-

ferential gear device 24 of a rear wheel 23. The differential gear device 24 distributes an engine output power transmitted to the propeller shaft 22 from the engine 4 to transmit the power through rear axles to the rear wheels 23. A pair of side frames 38 extending in the longitudinal direction are provided at opposite sides of the vehicle 1. Between a wheel base of the front wheel 3 and the rear wheel 23 is provided a spare tire storage device close to one of the side portions of the vehicle 1. A fuel tank is disposed at a substantially same position as the tire storage device in the longitudinal direction of the vehicle 1, and close to the other of the side portions of the vehicle 1. With this arrangement, the propeller shaft 22 extends in the longitudinal direction between the tire storage device and the fuel tank. In this case, the propeller shaft 22 extends straight and rearward. Further, an exhaust gas pipe 25 extends rearward from the rear end of the engine 4. A catalyst converter 26 is disposed at a front position of the spare tire storage device on the exhaust gas pipe 25 for cleaning the exhaust gas. The exhaust pipe 25 is formed with an arched portion, a silencer 27 rearward of the arched portion and a sub-silencer 28 just before an end opening of the pipe.

[0016] In the illustrated structure, the front row seats 9, 10 are slidably movable in the longitudinal direction and the center row seats 12, 13 are slidably movable in both the longitudinal and lateral directions.

[0017] Referring to Figures 3 and 4, there are provided perspective views showing lateral slide rails 29 for the center row seats 12, 13. The slide rails 29 are buried in the floor in parallel with each other to extend in the lateral direction. The slide rails 29 is provided with strikers 30 and lock and lever mount 31 for mounting the center row seats at a desired position. Each of the seats is formed with a hook (not shown) for engaging the striker 30 and a lock and lever structure for engaging the lock and lever mount 31.

[0018] In Figure 5, there is generally shown a relationship between the lateral slide rails 29 and longitudinal slide rails 32. As shown in Figure 5, the longitudinal rails 32 are fixed to the center row seat 12, 13. To a lower side of each of the slide rails 32 is fixed a hook 33 which is brought into engagement with the rail 29. As shown in Figure 6, the slide rail 29 is slidably provided with a slide guide 34 for supporting the striker 30 which is brought into engagement with the hook 33 so that the right and left center row seats 12 and 13 are movable in the lateral direction along the lateral slide rails 29.

[0019] The lateral slide rails 29 are buried so as to be installed within a pair of recesses 8a, 8a formed on the floor panel 8. Referring further to Figure 7, the slide rails 29 are constituted by a pair of long panel members of substantially S like configuration in section. The panel members are supported by the brackets 39 which are fixed to the floor panel by means of bolts. The brackets 39 are disposed at a predetermined interval in the lateral direction, fixed to a horizontal flange portion of the panel member forming the slide rail 29 at one end for

supporting the panel member and fixed to the floor panel 8 through bolts 40.

[0020] As shown in Figure 6, beneath the recess of the floor panel is positioned a cross member 41 of a channel configuration which is fixed to the side rails 38 at opposite ends so that a cross sectioned panel structure extending in the lateral direction is formed by the cross member 41 and a lower surface of the floor panel 8.

[0021] An upper surface of the slide rail 29 is substantially aligned with the upper surface of the floor panel 8. As a result, when the center low seats 12 and 13 are removed, a substantially flat floor surface is formed although the strikers 30 and the mounts 31 are slightly projected upwardly.

[0022] When the seats 12, 13 are slid with guides 35 which engage the longitudinal slide rails 32, the seats 12 and 13 can be moved in the longitudinal direction of the vehicle along the longitudinal rails 32. On top of that, the center row seats 12, 13 can be removed by disengaging the hook 33 from the rails 32 and the strikers 30 from the rails 29.

[0023] Further, in the illustrated embodiment, the front row seats 9 and 10 are also removable. These seats can be mounted oppositely longitudinally.

[0024] Hereinafter, with the vehicle structure having the above seat device, how to utilize the cabin space is to be explained.

[0025] A basic seat arrangement of the illustrated vehicle is, as shown in Figure 1, of a captain mode in which the front row seats 9 and 10, the center row seats 12 and 13, and the rear row seat 14 are all arranged for a forward looking attitude. In this case, the center row seats 12 and 13 are fixed to produce a distance in between.

[0026] As shown in Figure 8, it is possible to provide so called a bench mode in which one of the seats 12 and 13 is slid in the lateral direction to either one side so that two seats 12 and 13 are positioned at one side in contact with each other with regard to the lateral direction of the vehicle 1.

[0027] As shown in Figure 9, with the bench mode, the seats 12, 13 and 14 are all entirely folded to establish a two seating vehicle condition. With this condition, the cabin space rearward of the front row seats 9 and 10 can be widely opened so that a big amount of luggage can be loaded.

[0028] In addition, as shown in Figure 10, the assistant's seat can be entirely folded to obtain a further open space in the cabin. As shown in Figure 11, the center row seats 12 and 13 are moved laterally toward either one side of the cabin so as to be brought into contact with each other and entirely folded. With this arrangement, flat back surfaces of the seat backs 16b of the seats 12 and 13 can be utilized like a table. In this case, if the center row seats 12 and 13 are constituted in a manner that the seat backs 16 are formed with hard and horizontal flat surfaces in the back sides when entirely

folded, the back sides of the seat backs of the center row seats 12 and 13 can be effectively used like a table.

[0029] Further, as shown in Figure 12, when the front row seats 9 and 10 are arranged oppositely in the longitudinal direction of the vehicle and the center row seats 12 and 13 are entirely folded, a face to face mode can be established in which the persons seated in the front row seats 9 and 10 face the persons seated in the rear row seat 14 over the center row seats 12 and 13. In Figure 13, a condition is shown that the center row seats 12 and 13 are removed. With this arrangement, a widely open space can be obtained forward of the rear row seat 14. The removed center row seats 12 and 13 can be stored in the storage pan 20. Alternatively, they can be arranged rearward of the front row seats 9 and 10 with the entirely folded condition as shown in Figure 14.

[0030] Further, as shown in Figure 15, when the center row seats 12 and 13 and the rear row seat 14 take full flat conditions, it is possible to establish a bed like condition by means of the seats. In this case, if the head rests 17 are able to be removed and mounted laterally thereto, a wider flat bed like condition can be established with this arrangement.

[0031] Further, as shown in Figure 16, when the rear row seat 14 is retracted into the storage pan 20, it is possible to obtain a widely open space rearward of the center row seats 12 and 13 in the cabin. With this arrangement, a widely open space of a flat surface in line with the floor surface can be formed at a side of the side door extending from the rearward of the assistant's seat to the rear end of the cabin space. As a result, a long and wide luggage such as ski, table, mattress can be loaded along a longitudinal and vertical side of the vehicle as shown in Figure 16. This is because a full space from the floor surface to a ceiling of the cabin can be obtained with no obstacle.

[0032] Further, the center row seats 12 and 13 can be removed with the rear seat 14 being retracted in the storage pan 20 as shown in Figure 17. As a result, a flat and widely open space in line with a floor level can be established rearward the front row seats with a full width to the rear end of the cabin. Such wide and open space of the cabin cannot be established in any conventional passenger vehicle. Thus, the vehicle according to the present invention can be used like a truck. In this case, the center row seats 12 and 13 can be stored rearward of the front row seats 9 and 10 with an entire folded condition (Figure 18). In addition, when the front row seats 9 and 10 and the center row seats 12 and 13 are fully reclined to establish substantially full flat condition with the rear row seat 14 being arranged for a normal seating condition, it is possible to obtain a broad and open bed like condition forward the rear row seat 14. In this case, if the head rest 17 is removed and arranged between the seats, it is possible to form a wide and flat surface substantially completely covered by the seats and head rests.

[0033] As shown in Figure 20, when the rear row seat

14 is rolled back with keeping the normal seating attitude around a hinge 37 which is disposed at a rear side of the seat so as to be seated on the seat back 16 in lieu of the seat cushion 16 with an inverted condition.

[0034] In this case, the seat back 16 takes a horizontal state. The storage pan 20 positioned under beneath the seat back 16 so that a person can sit on the seat back 16 with a rear door 40 open. Further, as shown in Figure 21, one of the center row seats 12 and 13 can be removed to leave only one.

[0035] Referring to Figure 22, there is shown another embodiment in accordance with the present invention. In this embodiment, the center row seats are constituted by three seats in which a middle seat 36 is not mounted on the rails 29 and removably mounted. Therefore, when the middle seat 36 is removed, it is possible to utilize the cabin space with broad variations as mentioned in connection with the former embodiment. When the middle seat 36 is attached, a wider bench mode can be established with the center row seats 12, 13 and 36.

[0036] As mentioned above, according to the present invention, the cabin space can be utilized with many variations as a whole so as to improve the operability of the cabin space drastically. Thus, the utility of the vehicle can be greatly expanded.

[0037] Although the present invention has been explained with reference to a specific, preferred embodiment, one of ordinary skill in the art will recognize that modifications and improvements can be made while remaining within the scope and spirit of the present invention. The scope of the present invention is determined solely by the appended claims.

## Claims

1. A seat device of a vehicle comprising;

a substantially flat floor surface substantially extending across a full cabin space of the vehicle,  
front row seats, center row seats and a rear row seat disposed in a longitudinal direction of the vehicle on the floor surface,  
a seat storage pan extending rearward the rear row seat and downward a level of the floor surface,  
the front row seats being disposed with a space,  
the center row seats including a plurality of seats in which at least one of the seats is movable in a lateral direction of the vehicle,  
when the rear row seat is received in the seat storage pan, a substantially flat and continuous surface of a substantially same level as the floor surface being formed rearward the center row seats to a rear end of the cabin space with a substantially full width of the cabin space,  
when the center row seats are disposed offset

to one side of the vehicle with regard to the lateral direction, a substantially flat and continuous surface of a substantially same level as the floor surface being formed rearward the front row seats to a rear end of the cabin space, and  
 5 when the center row seats are disposed to produce a space at a central portion of the vehicle in the lateral direction, a substantially flat and continuous surface of a substantially same level as the floor surface being formed rearward the front row seats to a rear end of the cabin space at a central portion of the cabin space in the lateral direction.  
 10

2. A seat device as recited in claim 1 wherein the front row seats include a driver's seat and an assistant's seat, the assistant's seat being movable in the longitudinal direction, and at least one of the center row seats which is disposed at a side of the assistant's seat in the lateral direction being movable in the lateral direction.  
 15  
 20

3. A seat device as recited in claim 1 wherein the center row seats are movable in both the longitudinal and lateral directions, and a longitudinal sliding mechanism for allowing a longitudinal movement of the center row seats being disposed over a lateral sliding mechanism for allowing a lateral movement of the center row seats.  
 25  
 30

4. A seat device as recited in claim 1 wherein a slide rail for allowing a sliding movement of the central row seats is provided with a mechanism through which a seat is removed from the slide rail.  
 35

5. A seat device as recited in claim 1 wherein a door opening is formed at a longitudinal side of a vehicle corresponding the center row seats, and a side door for a sliding movement being combined with the door opening.  
 40

6. A seat device of a vehicle comprising

a substantially flat floor surface substantially extending across a full cabin space of the vehicle,  
 45 a front row seat, center row seat and rear row seat disposed in a longitudinal direction of the vehicle on the floor surface,  
 each of the seats being movable in both the longitudinal and lateral directions of the vehicle through a longitudinal sliding mechanism for allowing the seat of a longitudinal movement and a lateral sliding mechanism for allowing the seat of a lateral movement,  
 50  
 55 either one of the longitudinal and lateral sliding mechanisms being mounted on a body side of the vehicle,

the other of the sliding mechanism being mounted on the seat so as to be moved together with the seat, and

the sliding mechanism mounted on the body side of the vehicle being provided with a removable mechanism through which the seat is removed.

FIG. 1

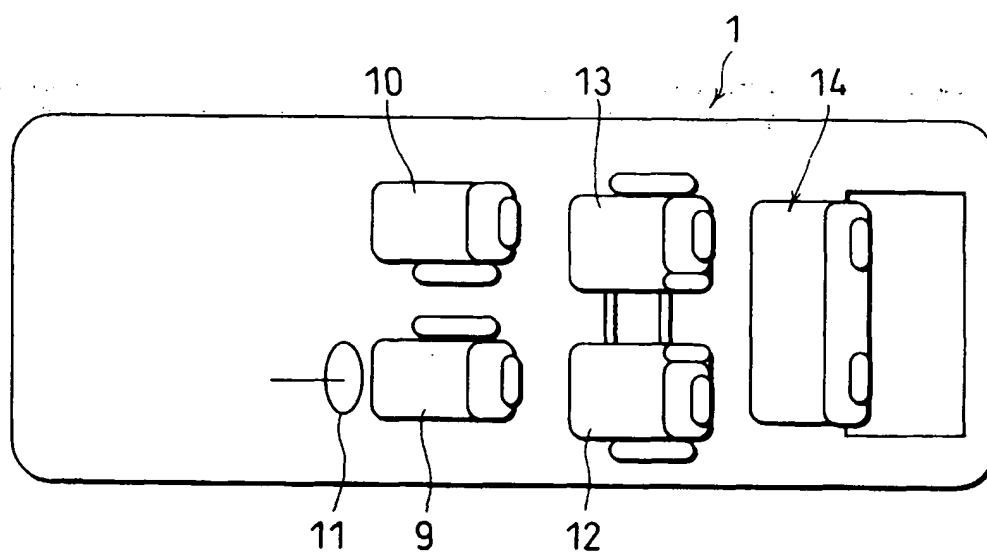


FIG. 2

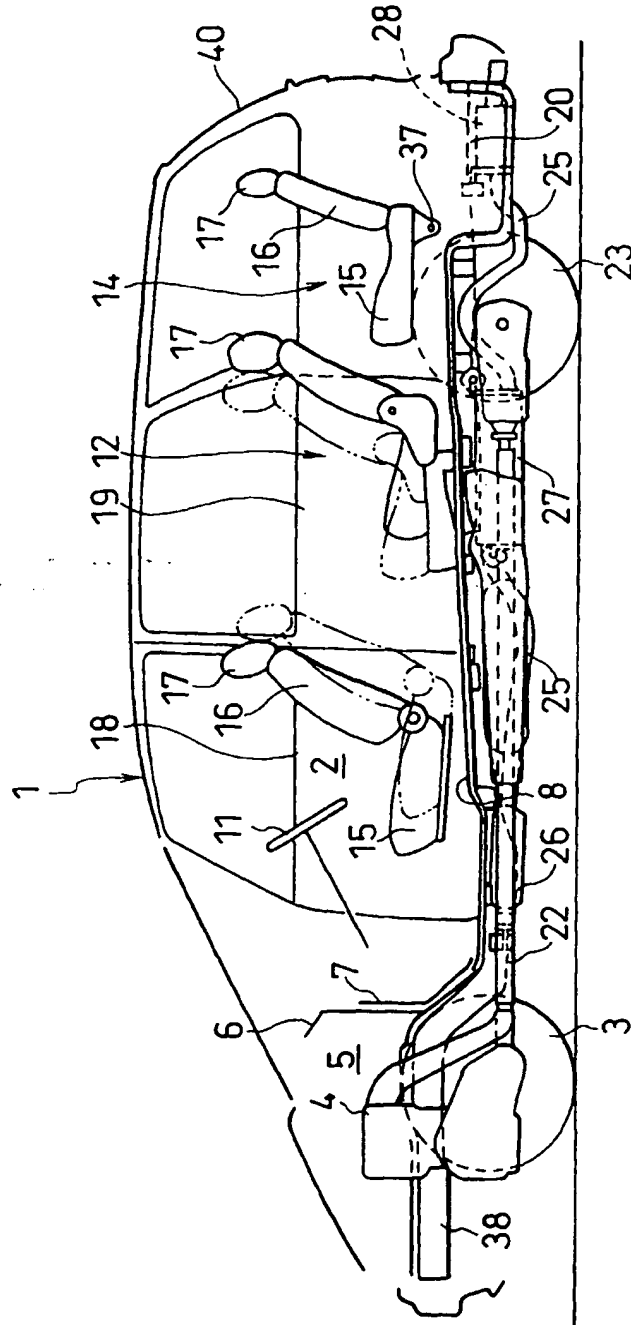




FIG.3

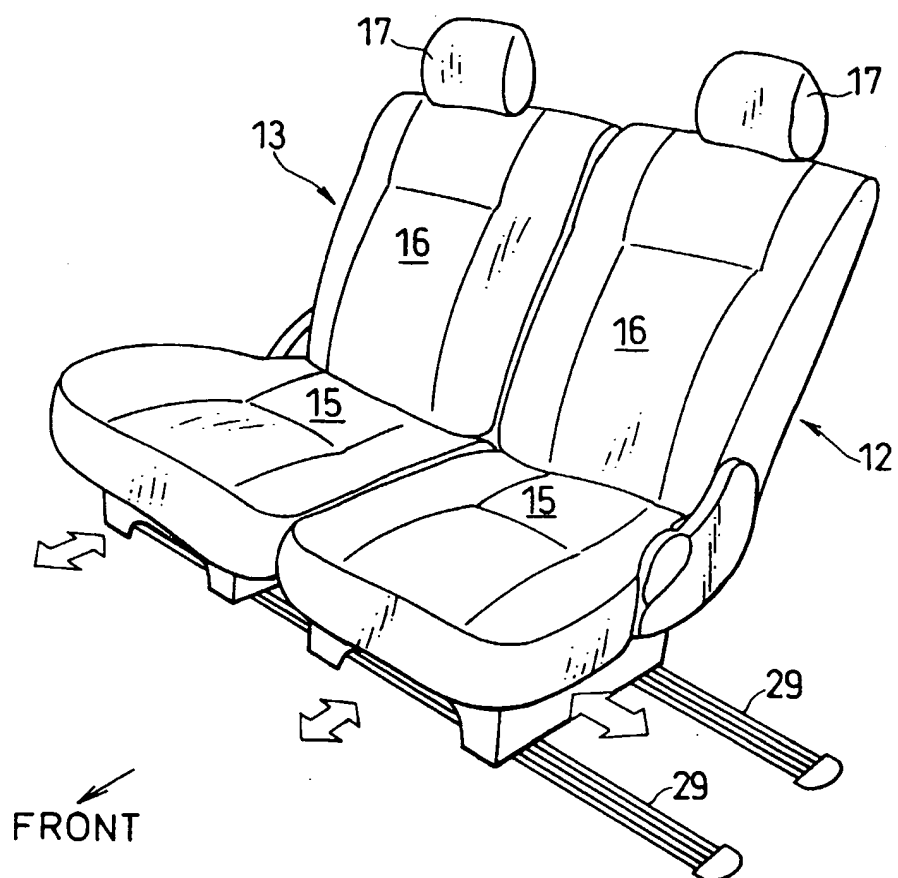


FIG. 4

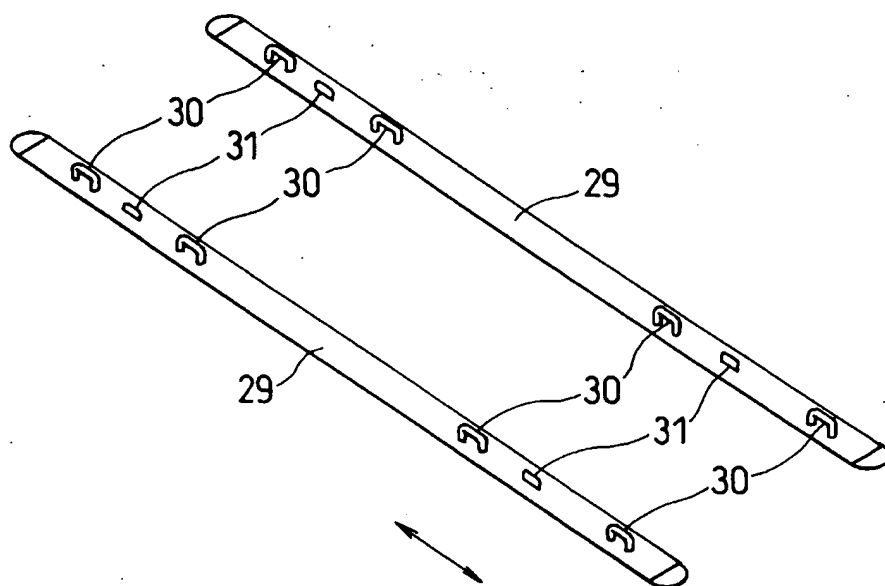


FIG. 5

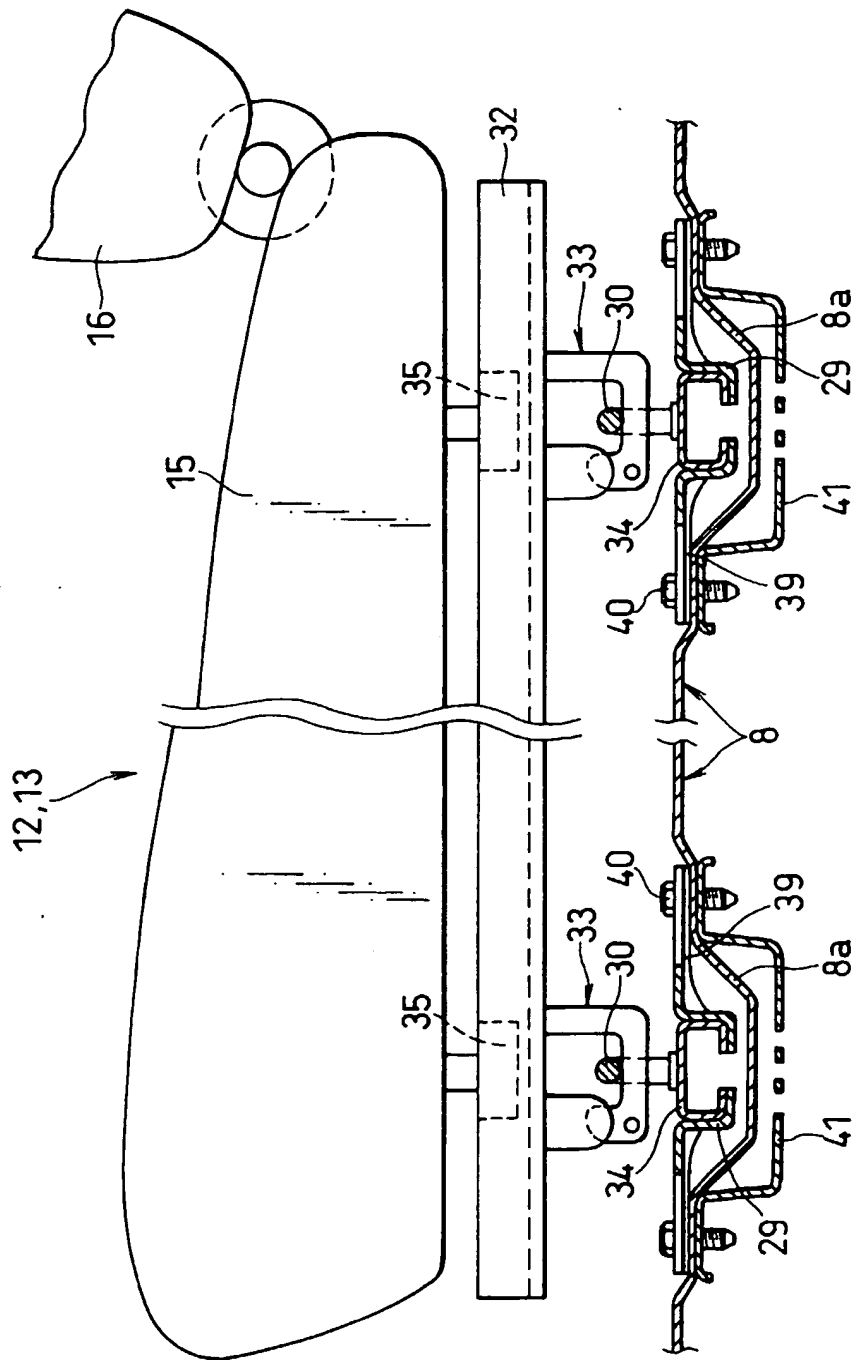


FIG. 6

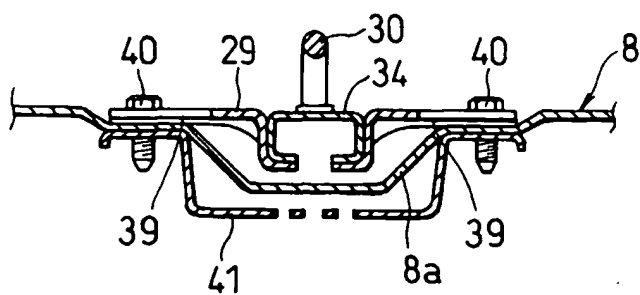


FIG. 7

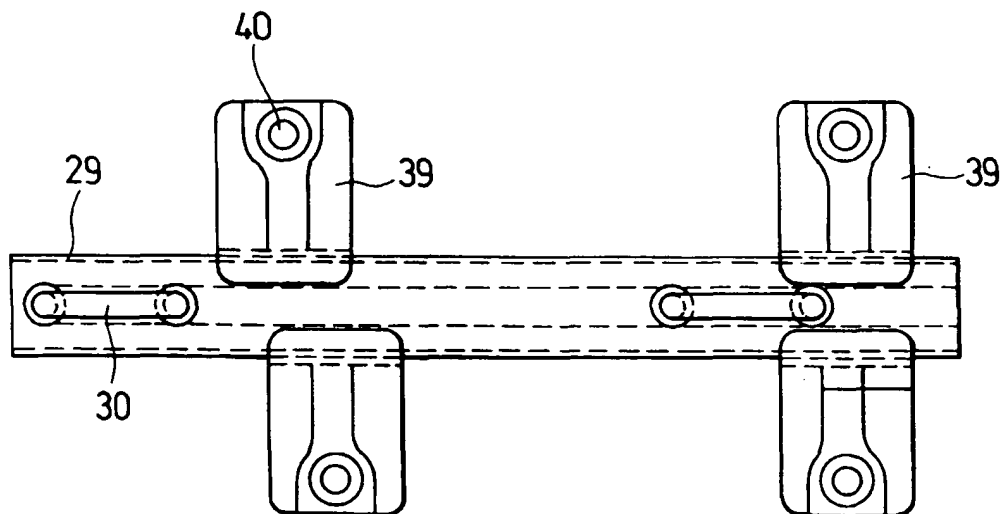


FIG. 8

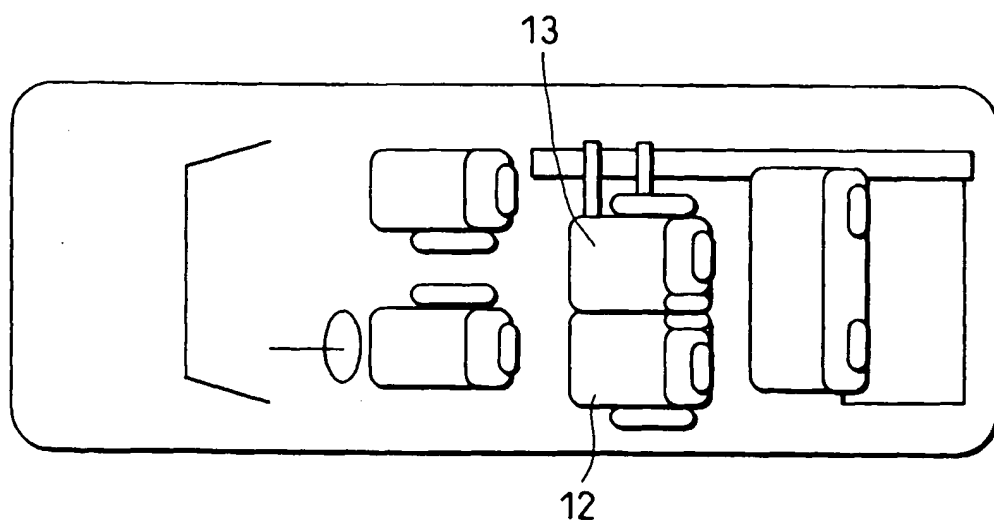


FIG. 9A

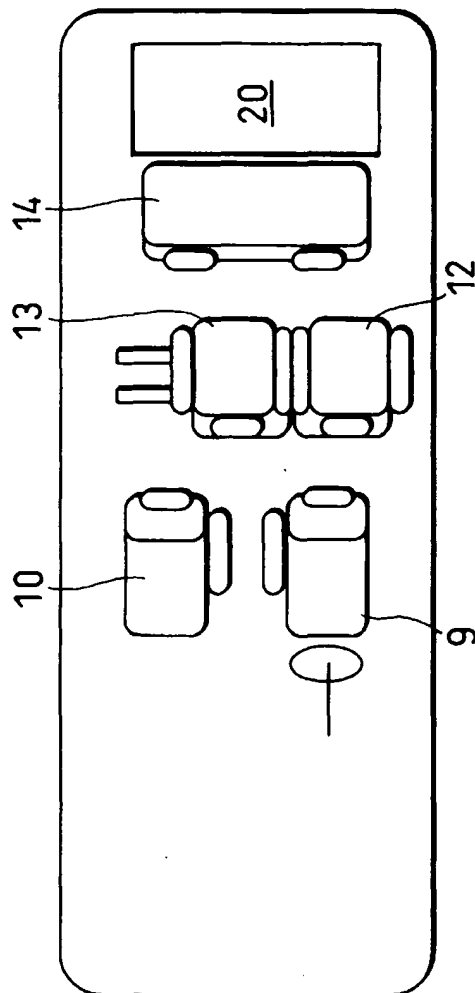


FIG. 9B

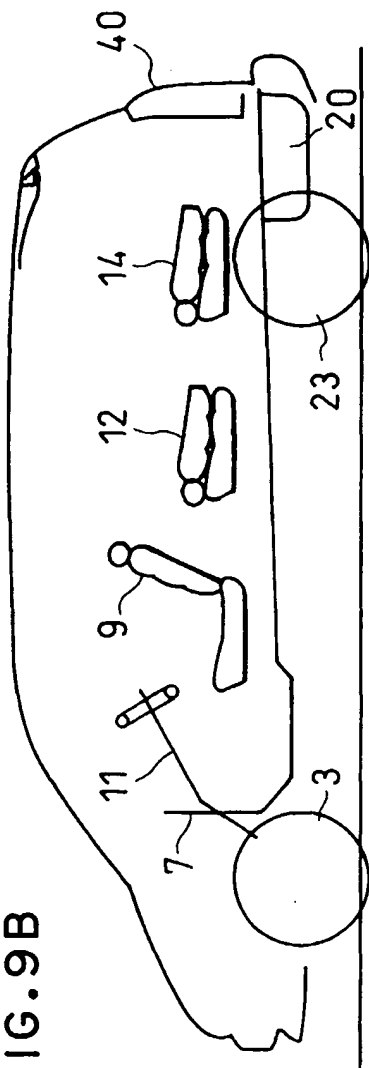


FIG.10A

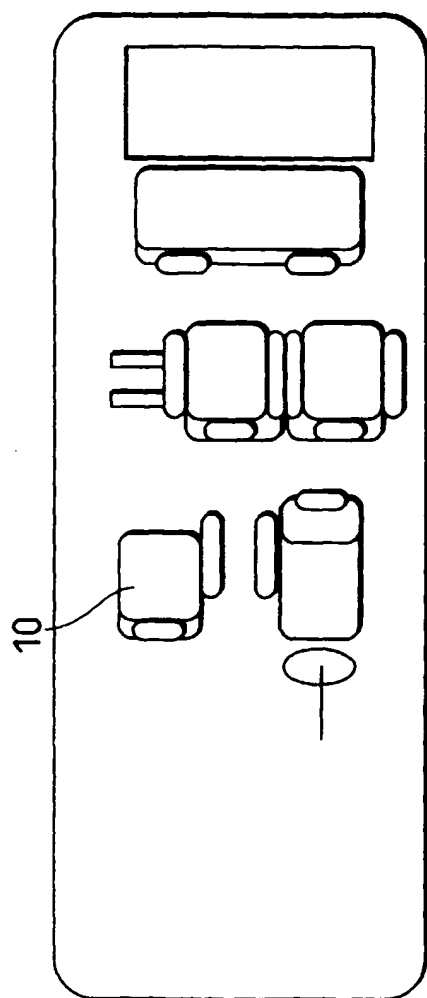


FIG.10B

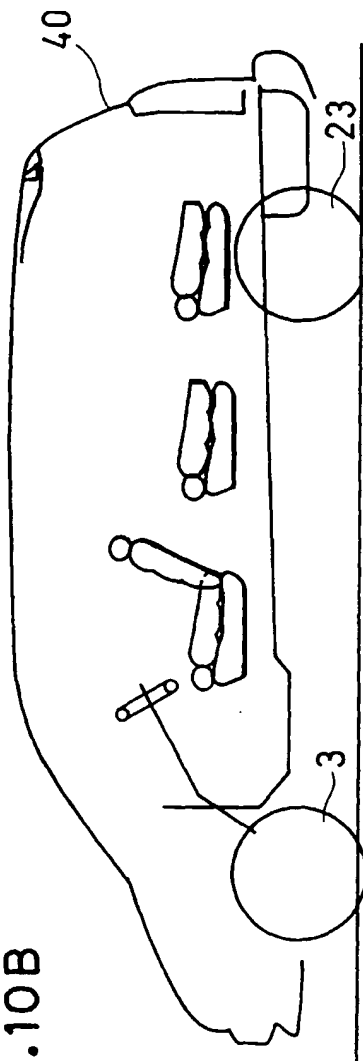


FIG. 11A

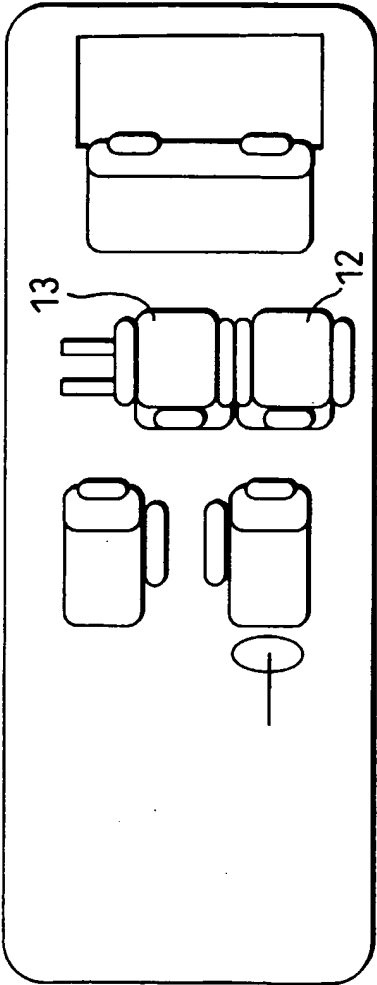


FIG. 11B

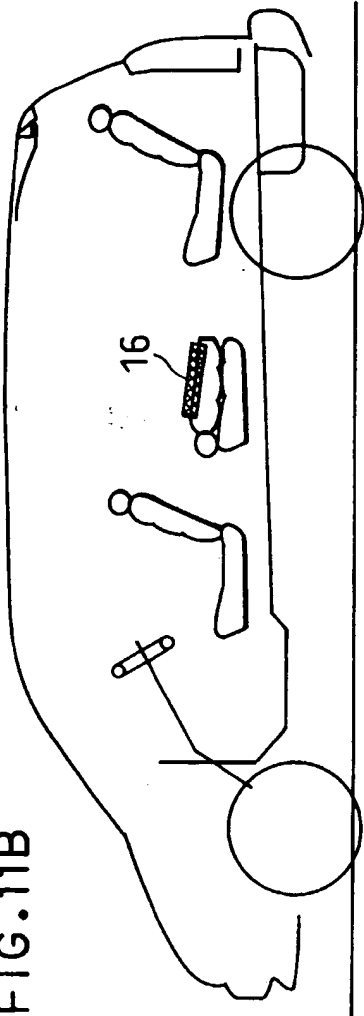




FIG.12A

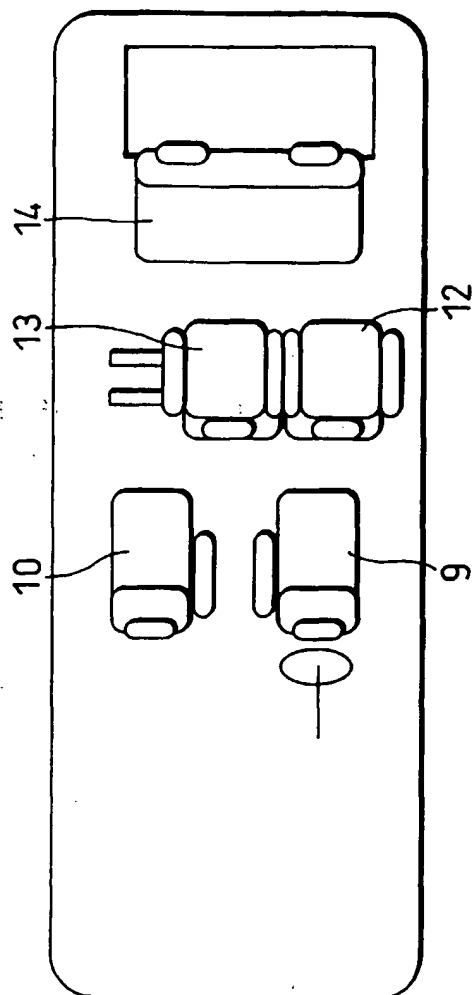


FIG.12B

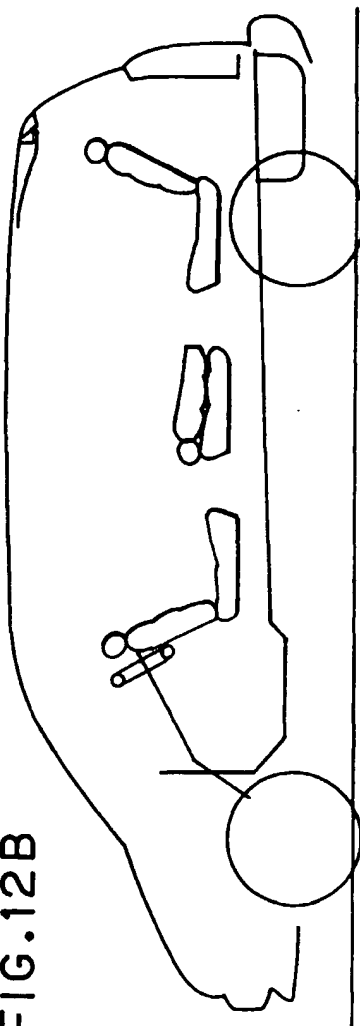


FIG.13A

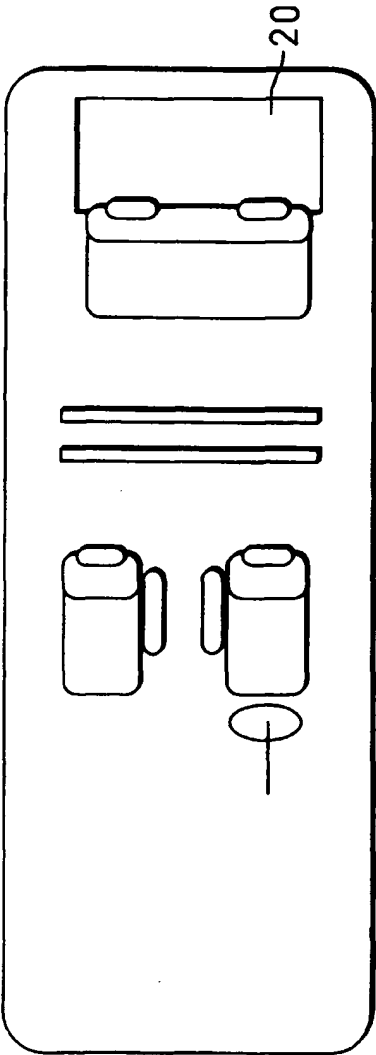


FIG.13B

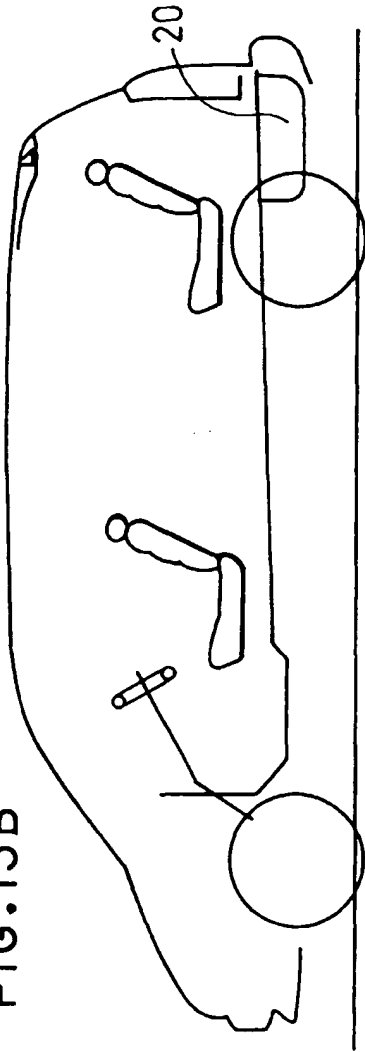


FIG. 14A

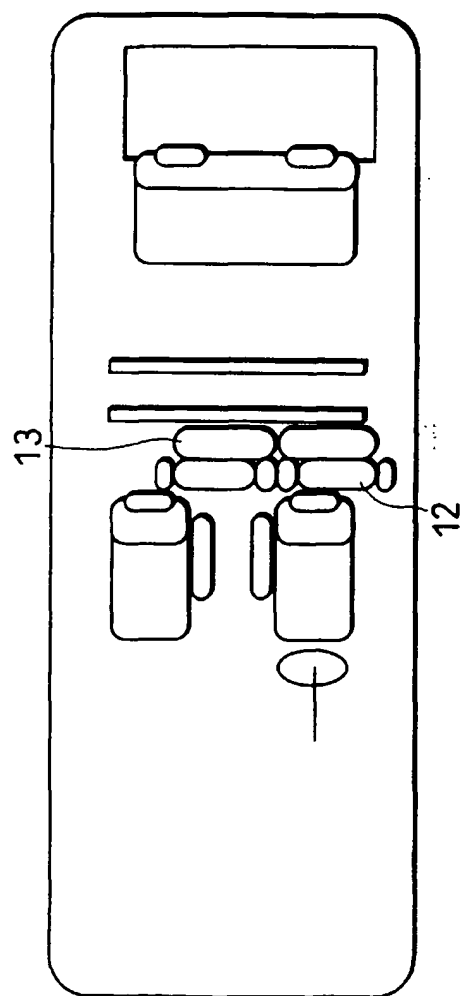


FIG. 14B

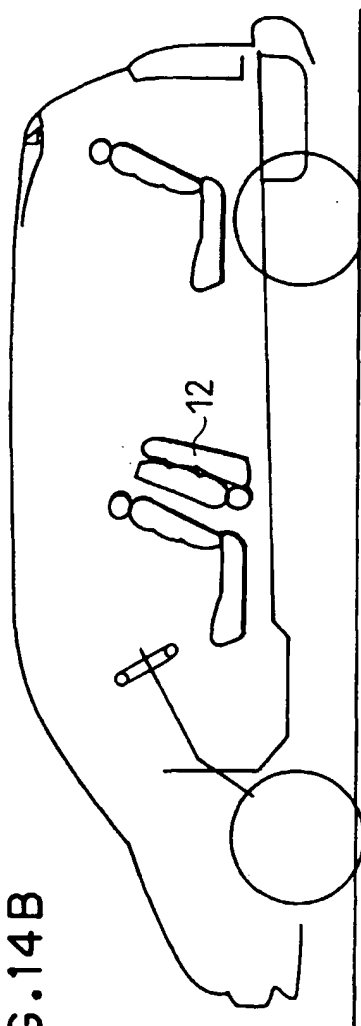


FIG. 15A

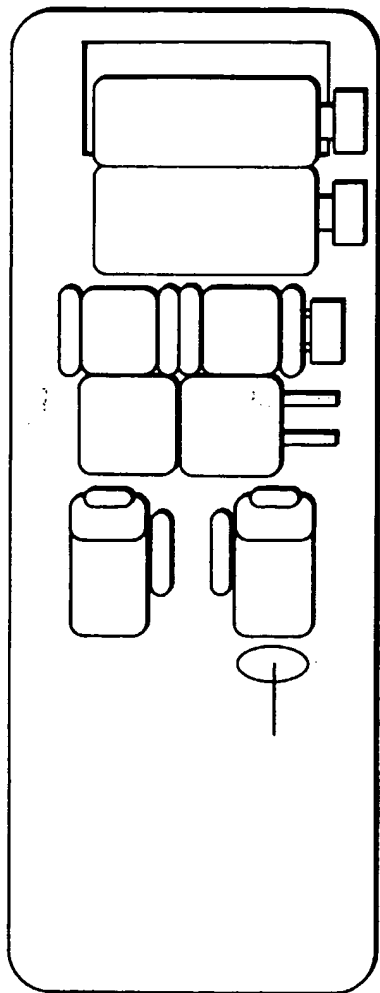


FIG. 15B

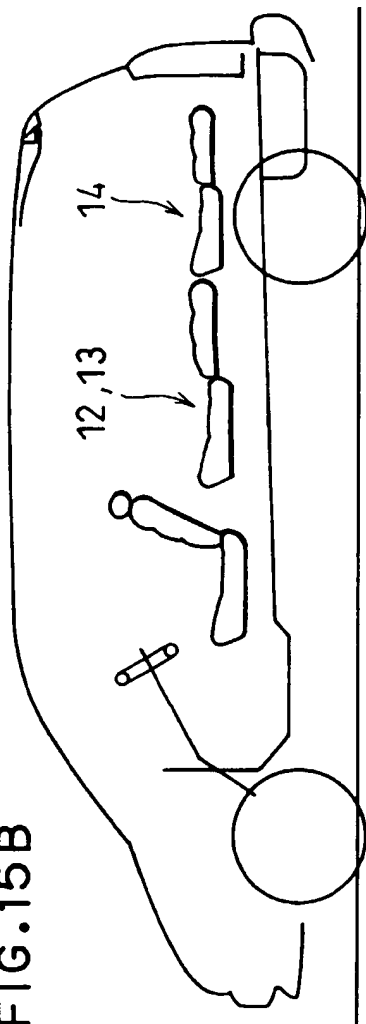


FIG.16A

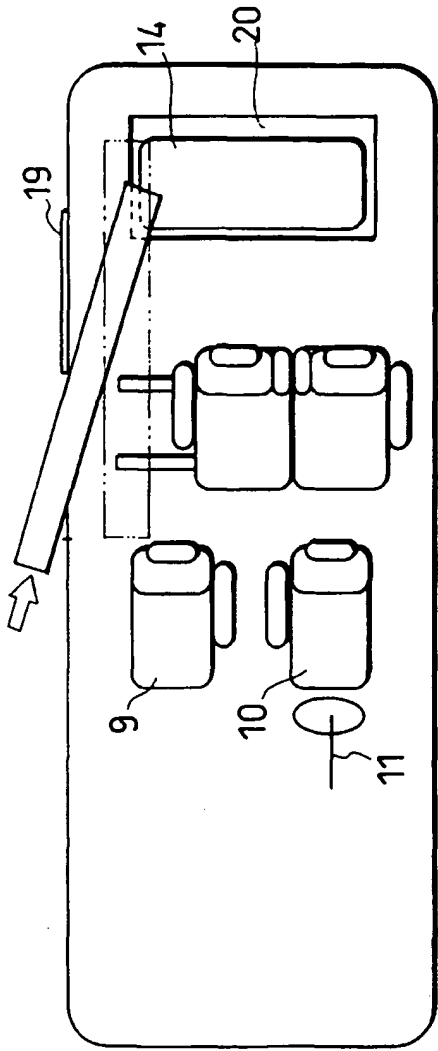


FIG.16B

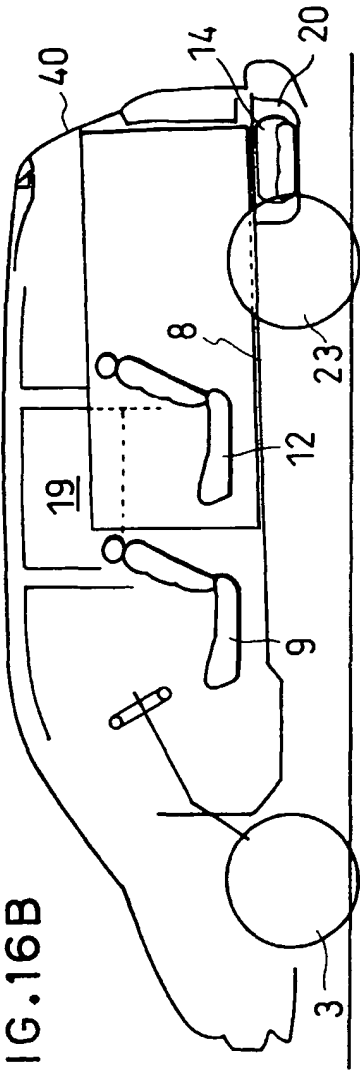


FIG.17A

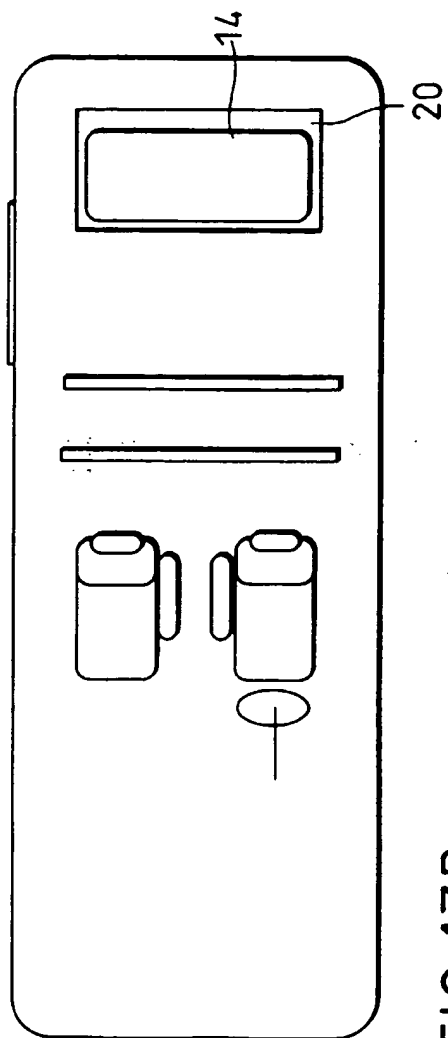


FIG.17B

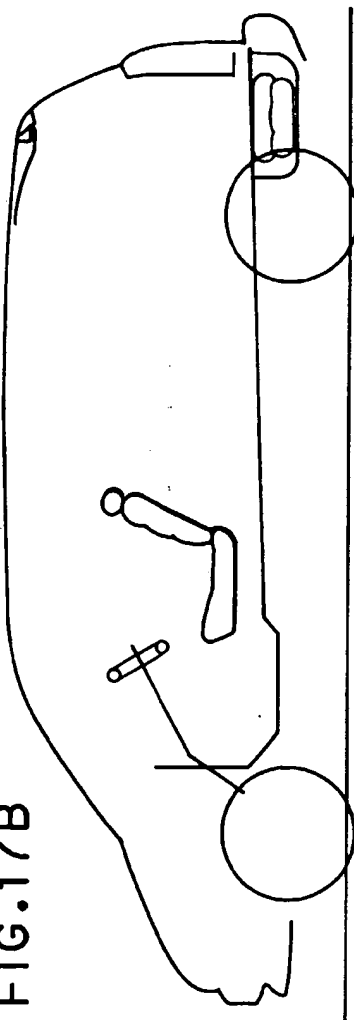


FIG.18A

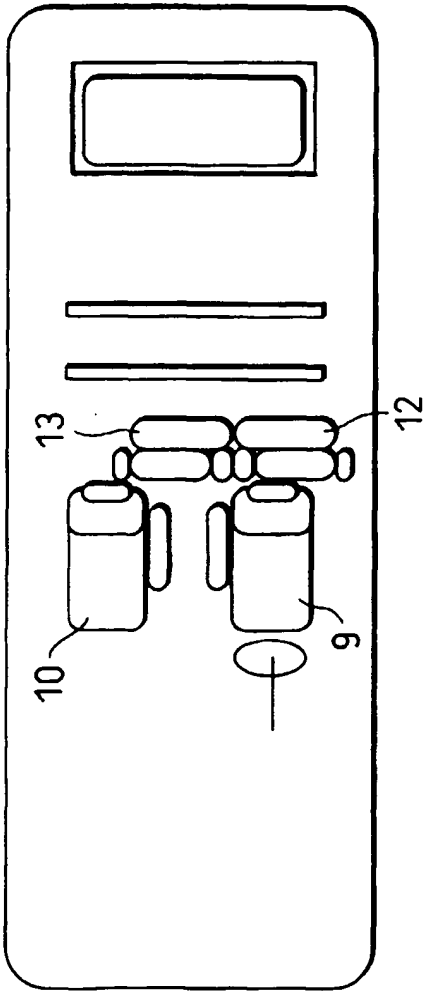


FIG.18B

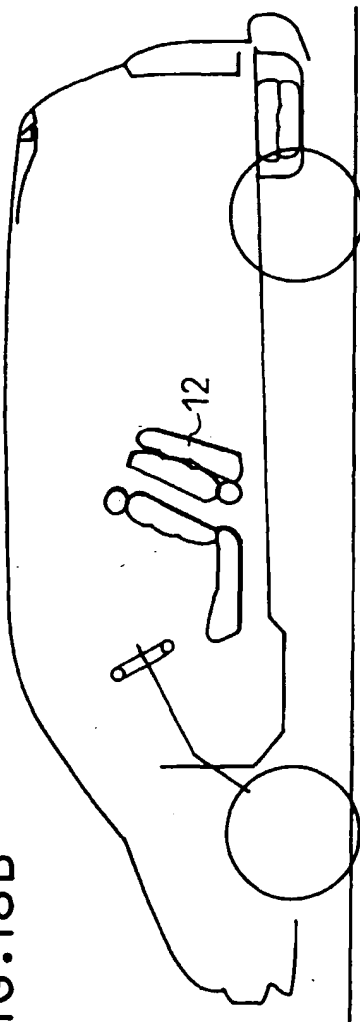


FIG.19A

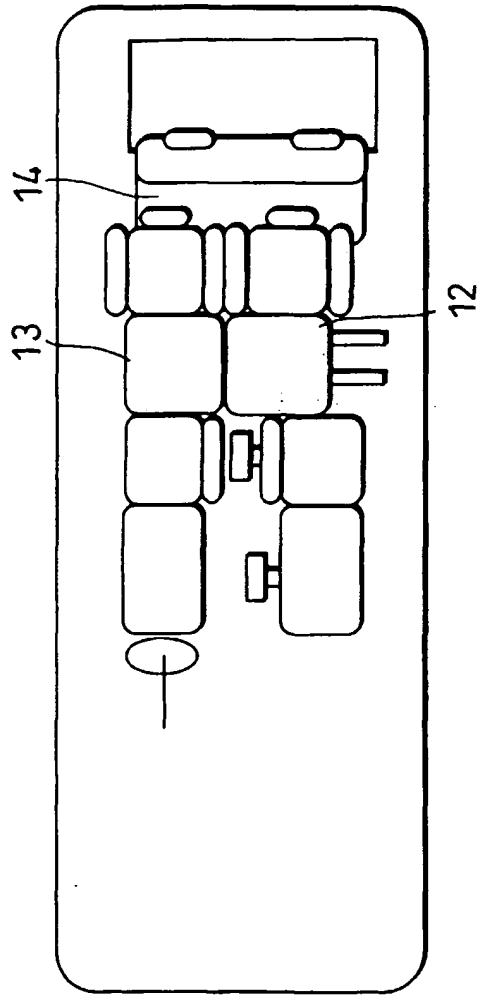


FIG.19B

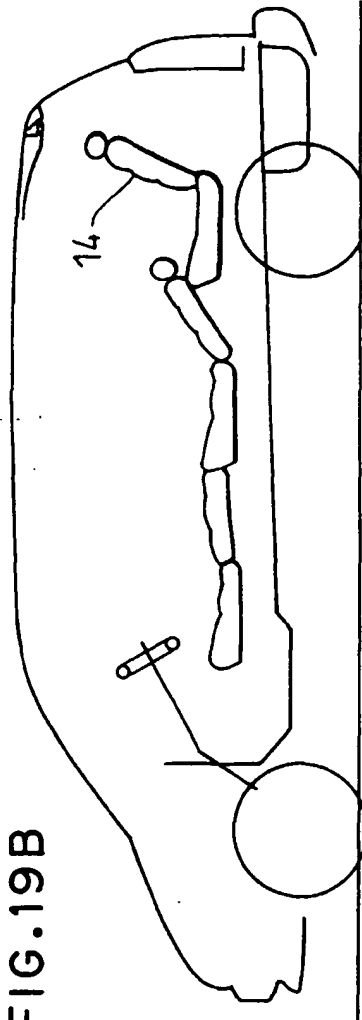




FIG.20A

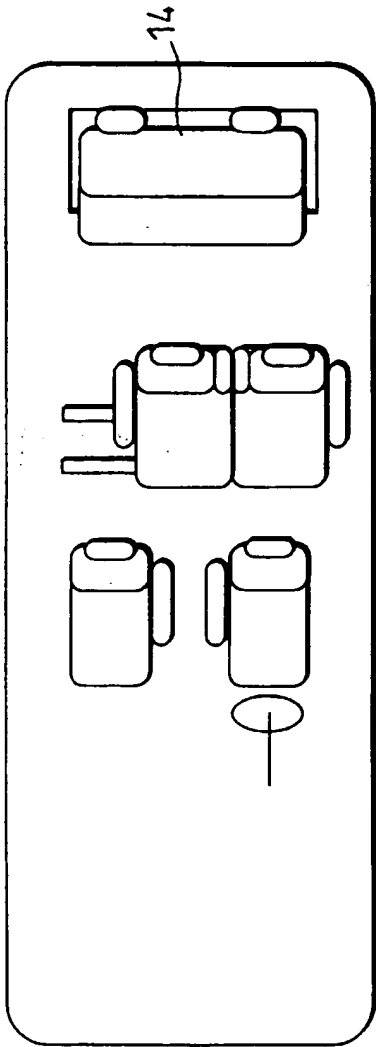


FIG.20B

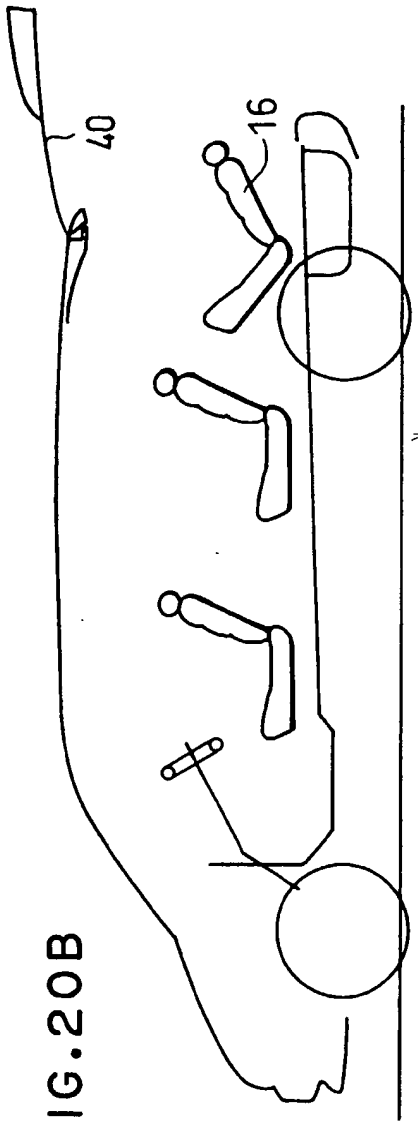


FIG. 21A

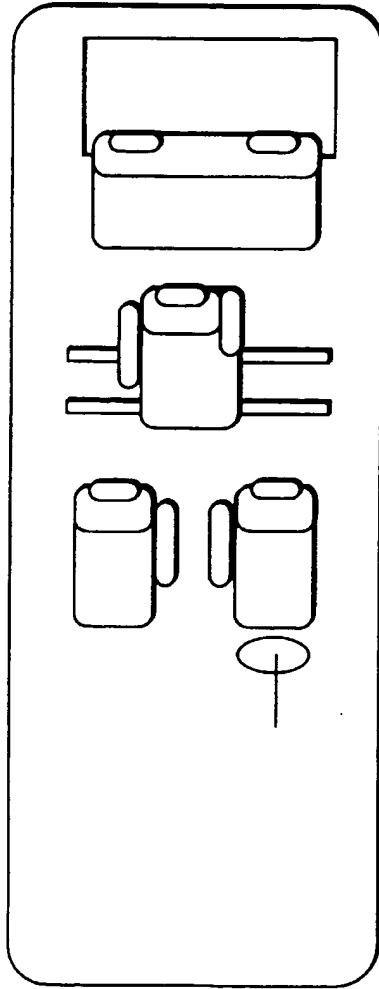


FIG. 21B

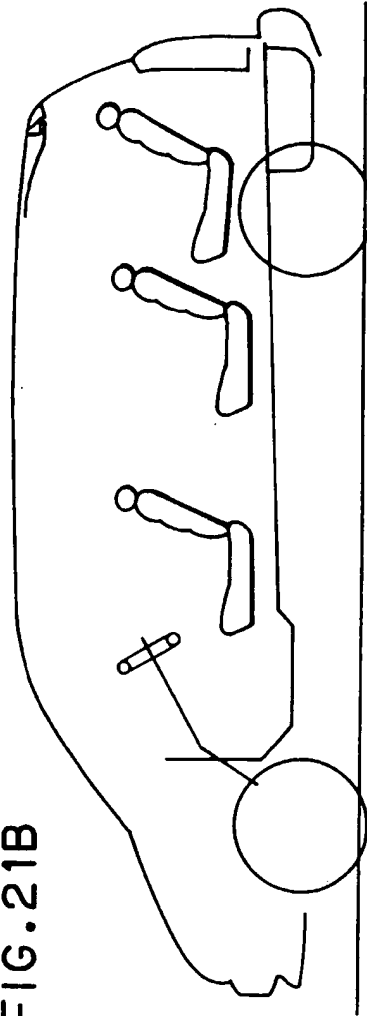


FIG. 22A

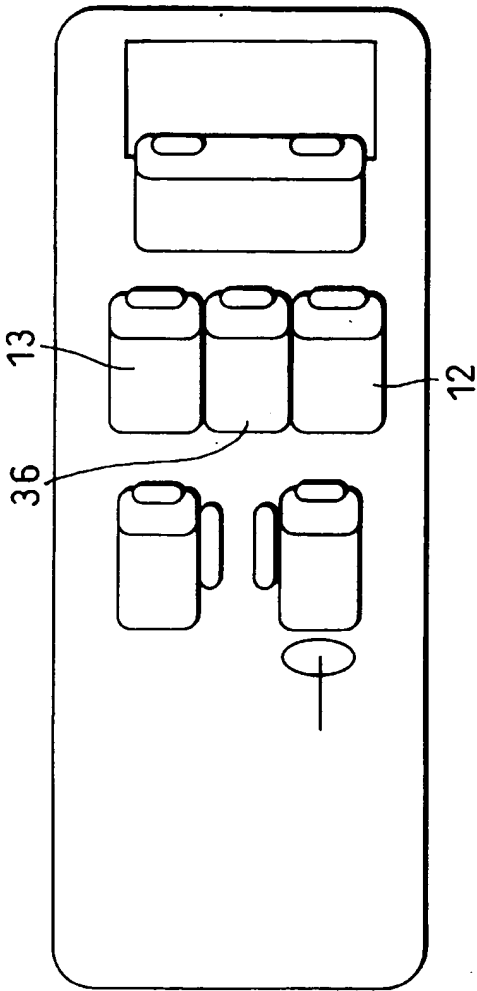


FIG. 22B

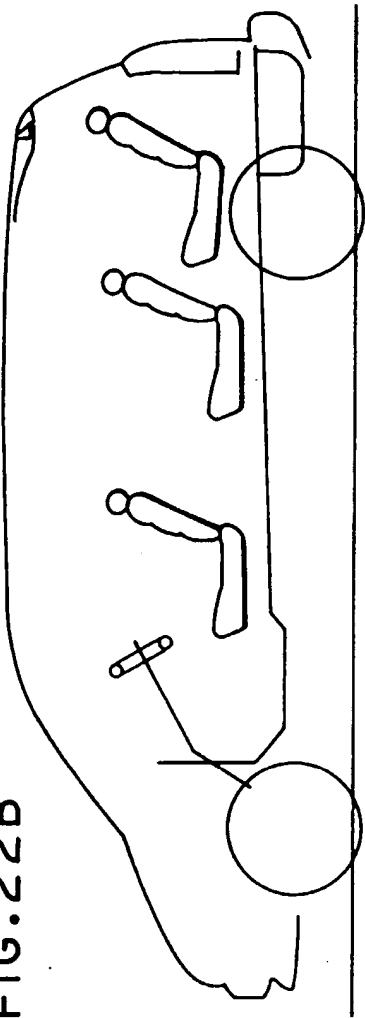


FIG. 23A

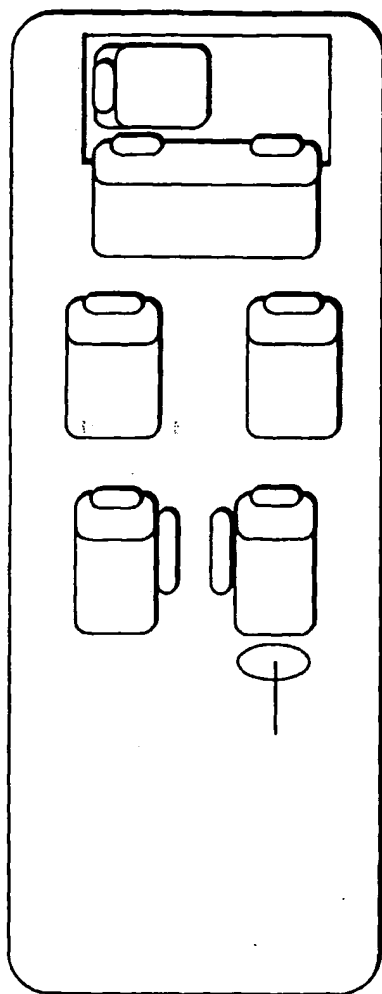
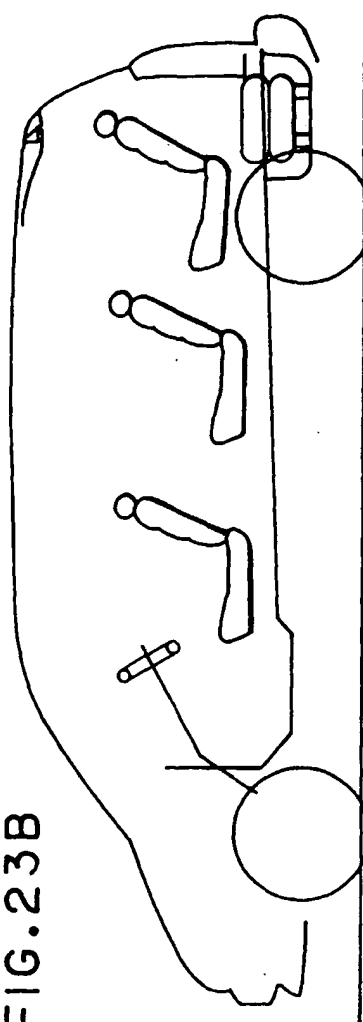


FIG. 23B



(19)



Europäisches Patentamt  
European Patent Office  
Office européen des brevets



(11)

EP 0 940 288 A3

(12)

## EUROPEAN PATENT APPLICATION

(88) Date of publication A3:  
19.09.2001 Bulletin 2001/38

(51) Int Cl.7: **B60N 2/00**, B60N 2/36,  
B60N 2/30, B60N 2/06

(43) Date of publication A2:  
08.09.1999 Bulletin 1999/36

(21) Application number: 99103743.3

(22) Date of filing: 01.03.1999

(84) Designated Contracting States:  
**AT BE CH CY DE DK ES FI FR GB GR IE IT LI LU**  
**MC NL PT SE**  
Designated Extension States:  
**AL LT LV MK RO SI**

(30) Priority: 03.03.1998 JP 5096298

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**Higashihiroshima-shi, Hiroshima (JP)**

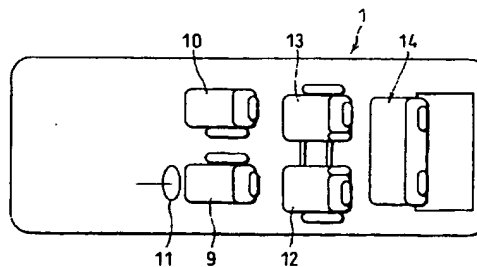
• **Matsubishi, Kazuhiro**  
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• **Maruyama, Masahiro**  
**Hiroshima-shi, Hiroshima (JP)**  
• **Watanabe, Yasukazu**  
**Hiroshima-shi, Hiroshima (JP)**  
• **Ito, Akira**  
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**80538 München (DE)**

### (54) Seat device of a vehicle

(57) A seat device of a vehicle including a substantially flat floor surface substantially extending across a full cabin space of the vehicle, front row seats, center row seats and a rear row seat disposed in a longitudinal direction of the vehicle on the floor surface, a seat storage pan extending rearward the rear row seat and downward a level of the floor surface, the front row seats being disposed with a space, the center row seats including a plurality of seats in which at least one of the seats is movable in a lateral direction of the vehicle. When the rear row seat is received in the seat storage pan, a substantially flat and continuous surface of a substantially same level as the floor surface is formed rearward the center row seats to a rear end of the cabin space with a substantially full width of the cabin space. When the center row seats are disposed offset to one side of the vehicle with regard to the lateral direction, a substantially flat and continuous surface of a substantially same level as the floor surface is formed rearward the front row seats to a rear end of the cabin space. When the center row seats are disposed to produce a space at a central portion of the vehicle in the lateral direction, a substantially flat and continuous surface of a substantially same level as the floor surface is formed rearward the front row seats to a rear end of the cabin space at a central portion of the cabin space in the lateral direction.

FIG.1



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European Patent  
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# EUROPEAN SEARCH REPORT

Application Number  
EP 99 10 3743

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.Cl.6)
X	PATENT ABSTRACTS OF JAPAN vol. 1997, no. 12, 25 December 1997 (1997-12-25) -& JP 09 207637 A (HONDA MOTOR CO LTD), 12 August 1997 (1997-08-12)	1,2,5	B60N2/00 B60N2/36 B60N2/30 B60N2/06
Y	* abstract *	3,4,6	
A	---	6	
X	US 5 269 581 A (ODAGAKI KUNIMICHI ET AL) 14 December 1993 (1993-12-14)	1,2,5	
Y	* the whole document *	3,4,6	
A	---	6	
Y	US 4 341 415 A (HUEBNER PETER-MICHAEL ET AL) 27 July 1982 (1982-07-27) * column 1, line 1 - column 5, line 22; figures 1-3 *	3,4	
A	EP 0 615 879 A (MATRA AUTOMOBILE) 21 September 1994 (1994-09-21) * column 3, line 5 - column 7, line 58; figures 1,2,5,6 *	4	
A	WINTERHAGEN J: "DER EUROVAN VON FIAT UND PSA. EUROVAM FROM FIAT AND PSA", ATZ AUTOMOBILTECHNISCHE ZEITSCHRIFT, DE, FRANCKH'SCHE VERLAGSHANDLUNG. STUTTGART, VOL. 96, NR. 10, PAGE(S) 620-621 XP000469930 ISSN: 0001-2785 * the whole document *		TECHNICAL FIELDS SEARCHED (Int.Cl.8) B60N
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A	* page 2, line 21 - page 4, line 22; figure 2 *	3,4	
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	-/--		
The present search report has been drawn up for all claims			
Place of search MUNICH		Date of completion of the search 25 July 2001	Examiner Lotz, K-D
<p>CATEGORY OF CITED DOCUMENTS</p> <p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p> <p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons &amp; : member of the same patent family, corresponding document</p>			

EPO FORM 1500 03 82 (P04C01)



European Patent  
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# EUROPEAN SEARCH REPORT

Application Number  
EP 99 10 3743

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.Cl.6)
Y	PATENT ABSTRACTS OF JAPAN vol. 007, no. 159 (M-228), 13 July 1983 (1983-07-13) -& JP 58 067526 A (TENRIYUU KOGYO KK), 22 April 1983 (1983-04-22)	6	
A	* abstract *	3,4	
Y	EP 0 331 241 A (SAME SPA) 6 September 1989 (1989-09-06)	6	
A	* abstract; figures 1,3 *	3,4	
			TECHNICAL FIELDS SEARCHED (Int.Cl.6)
The present search report has been drawn up for all claims			
Place of search <b>MUNICH</b>		Date of completion of the search <b>25 July 2001</b>	Examiner <b>Lotz, K-D</b>
<b>CATEGORY OF CITED DOCUMENTS</b> X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document	

EPO FORM 1503 03/02 (P04C01)

**ANNEX TO THE EUROPEAN SEARCH REPORT  
ON EUROPEAN PATENT APPLICATION NO.**

EP 99 10 3743

This annex lists the patent family members relating to the patent documents cited in the above-mentioned European search report.  
The members are as contained in the European Patent Office EDP file on  
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25-07-2001

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EPO FORM P0459

For more details about this annex : see Official Journal of the European Patent Office, No. 12/82



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Serial Number: 78125383

Registration Number: (NOT AVAILABLE)

Mark (words only): MERCURYVEHICLESDIRECT

Standard Character claim: No

Current Status: Opposition period completed, a Notice of Allowance has been issued.

Date of Status: 2003-11-18

Filing Date: 2002-05-01

The Notice of Allowance Date is: 2003-11-18

Transformed into a National Application: No

Registration Date: (DATE NOT AVAILABLE)

Register: Principal

Law Office Assigned: LAW OFFICE 110

Attorney Assigned:  
BODSON MICHAEL E Employee Location

Current Location: 710 -Divisional Unit

Date In Location: 2003-11-19

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#### LAST APPLICANT(S)/OWNER(S) OF RECORD

---

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Dearborn, MI 48121  
United States

**Legal Entity Type:** Corporation

**State or Country of Incorporation:** Delaware

**Phone Number:** (313) 323-0703

**Fax Number:** (313) 323-2647

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#### GOODS AND/OR SERVICES

---

Promoting the sale of goods and services of others by dissemination of promotional material through an on-line global computer network, through the distribution of printed material, audio and video tapes, television and radio broadcasts, namely, providing television and radio advertisements for others, and promotional contests, and through the administration of customer loyalty programs; providing dealership incentive award programs to recognize dealership excellence; motor vehicle dealership services; business and advertising services, namely, placing advertisements for others in the field of automobile sales; providing on-line information regarding electronic coupons for ordering and purchasing vehicles and motor vehicle parts, to the purchaser's specifications; retail store services in the fields of automotive parts and accessories, entertainment products, educational products, travel products, and clothing; business services, namely, customer service and customer relationship

management for others in the field of automobiles; providing on-line consumer product information for vehicles regarding pricing, options, location, specifications, recall notices, electronic coupons of and for vehicles; providing on-line information regarding business management and consulting; on-line customer relationship management; on-line inventory management

International Class: 035

First Use Date: (DATE NOT AVAILABLE)

First Use in Commerce Date: (DATE NOT AVAILABLE)

Basis: 1(b)

Services for automotive consumers and dealers, namely, providing on-line information for maintenance reminders and servicing

International Class: 037

First Use Date: (DATE NOT AVAILABLE)

First Use in Commerce Date: (DATE NOT AVAILABLE)

Basis: 1(b)

Leasing of new and used motor vehicles; motor vehicle fleet leasing; providing on-line information regarding travel

International Class: 039

First Use Date: (DATE NOT AVAILABLE)

First Use in Commerce Date: (DATE NOT AVAILABLE)

Basis: 1(b)

Website development; engineering, testing and designing for others in the field of motor vehicles, automotive electronics, software, multimedia systems and climate control systems; motor vehicle inspection services; development of websites in the fields of all of the following, namely, motor vehicles, on-line sales of motor vehicles, vehicle parts and services, on-line financing of vehicles, on-line ordering of vehicles to the purchaser's specifications, on-line delivery of information relating to vehicles, purchasing, ordering, business and advertising, customer services, and customer relationship management

International Class: 042

First Use Date: (DATE NOT AVAILABLE)

First Use in Commerce Date: (DATE NOT AVAILABLE)

Basis: 1(b)

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#### ADDITIONAL INFORMATION

(NOT AVAILABLE)

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#### MADRID PROTOCOL INFORMATION

(NOT AVAILABLE)

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#### PROSECUTION HISTORY

2003-11-18 - Notice of allowance - mailed

2003-08-26 - Published for opposition

2003-08-06 - Notice of publication

2003-06-25 - Approved for Pub - Principal Register (Initial exam)

2003-05-27 - Communication received from applicant

2003-05-27 - PAPER RECEIVED

2003-05-06 - NON-FINAL ACTION E-MAILED

2003-05-06 - Previous allowance count withdrawn

2003-05-02 - Approved for Pub - Principal Register (Initial exam)

2003-03-17 - Communication received from applicant

2003-03-17 - PAPER RECEIVED

2002-09-26 - NON-FINAL ACTION E-MAILED

2002-09-20 - Non-final action e-mailed

2002-09-20 - Case file assigned to examining attorney

2002-09-06 - Case file assigned to examining attorney

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Fax Number